

INCREASE IN WAGES WITH A FREIGHT RAISE TO COMPENSATE

This Is Net Result of Stevedores' Strike, the Men Returning To Work Today Without Recognition of Union Being Granted

SHINGLE AND LANE WERE INTERMEDIARIES

To Meet Added Stevedoring Expense of \$100,000 a Year, General Cargo and Pines Will Pay Another Two-bits a Ton

Honolulu longshoremen who have been on strike since September 18—twenty-two days—will return to work today. They will accept increases in wages granted by shipping firms yesterday. They endeavored, in a series of conferences yesterday afternoon, to get a concession from McCabe, Hamilton & Renny that straw bosses should be selected by the union. When this was refused emphatically, they resorted to requesting that McCabe, Hamilton & Renny meet the old lunas, who had struck, and this was agreed to, said Robert W. Shingle, who acted as intermediary.

Formal recognition was not extended to the union at any time. Nevertheless the leaders say that they won a victory in that an increased scale was granted. Freight rates to and from San Francisco will go up as a result of the higher wages. Barges being talked of now are twenty-five cents a ton on canned pines and twenty-five cents a ton on general cargo. Bananas probably will not be affected. They go at forty cents a bunch now. Figuring three cubic feet to the bunch they pay five dollars and thirty-three cents a ton. Sugar may go up, although predictions of shipping men are not so definite as this.

Sugar now pays three dollars a ton. The contract has four years to run, but an amicable settlement is expected if the shipping companies believe that they will have to raise the rates on sugar. An increase of twenty-five cents a ton was made effective last year.

Second Jump For Pines
Early this year the Matson line increased rates on canned pines from three dollars a ton to three dollars and seventy-five cents a ton, and the Oceanic line joined in. This followed an increase of fifty cents a ton in general cargo rates, from three dollars and fifty cents to four dollars. The Matson line offered contracts to pineapple men, which were accepted the last of February, calling for a three dollar and twenty-five cent rate, but the Matson line was to get seventy-five per cent of the pack a year if it had space for it. According to the best information obtainable here, Capt. William Matson has not signed these contracts. They do not stand in the way of the proposed increase, it is believed.

One shipping man said that imports of general merchandise did not oppose an increase of twenty-five cents a ton for their freight. He had not heard the attitude of the pineapple men.

Increase Means Much

It was estimated that the increases in wages would cost the Matson line alone \$70,000 a year. When the Toyo Kisen Kaisha, Osaka Shosen Kaisha, Pacific Mail, China Mail, Oceanic, Canadian-Australasian and Great Northern Pacific are added the increased expense will exceed \$100,000, it is believed. All shipping companies doing business through McCabe, Hamilton & Renny have granted the new scale, and the Oceanic will do likewise. Besides steamers of the line mentioned above, the army transports are worked by McCabe, Hamilton & Renny. The Inter-Island is not affected.

New Stevedoring Rate

As predicted in The Advertiser, the new scale is thirty cents an hour for nine hours, forty-five cents for Sundays and holidays, and fifty cents overtime. This table shows the old scale and the new:

	Old	New
Nine-hour day	\$2.00	\$3.00
Sundays	3.00	4.50
Overtime	4.00	5.00
Foremen or hatch-tenders, all work	45 hour	60 hour
Winchesmen	40 hour	50 hour

The Oceanic scale was three dollars a day of nine hours for foremen, two dollars and fifty cents a day for winchesmen, and hatch-tenders, two dollars for the men, with a day's pay for eight hours or more; overtime was seventy-five cents an hour for foremen and fifty cents an hour for winchesmen.

Increases were made effective at seven o'clock yesterday morning. Ready To Accept

The men had believed for some time that they could not expect thirty-five cents an hour, their latest demand, and they were ready to accept the new scale yesterday. They still sought some means of protecting themselves against discrimination because of union membership, as they put it, and Robert W. Shingle and Mayor John C. Lane acted as intermediaries in dealing with McCabe, Hamilton & Renny. The two

And T. H. Dietrich, secretary of Smith & Cooke, and Richard Lewis, secretary of C. Brewer & Co., had a long conference with McCabe, Hamilton & Renny and Jack Guard of the stevedoring firm.

A positive refusal to accede to the request was the upshot. There was some vague talk of the union supervising the paying-off of men, but it didn't materialize into anything definite.

Mayor Lane and Mr. Shingle met the shipping men about two o'clock. They returned to union headquarters after four o'clock with the refusal, and they talked long with Moses K. Kahue, secretary-treasurer of the longshoremen's union, and other representatives. Will Meet Lunas

At the conclusion of this meeting Mr. Kahue said that the men still desired some guarantee, and indicated a rotation of lunas and gangs, so that work could be assured for all in full time. This, however, always has been the policy of McCabe, Hamilton & Renny. "We have learned that," said Mr. Shingle. He said that he had requested that McCabe, Hamilton & Renny meet the old lunas who had quit work, and such a meeting will be held today. If a satisfactory understanding is reached—and there is no reason to doubt that one will be—the lunas and men will have no further obstacle.

No Recognition
Shipping men were emphatic in declaring that the proposal of the union, that it select lunas to be employed by McCabe, Hamilton & Renny, would not be accepted. They stood firm in their stand that no recognition whatever should be extended to the union.

In substance, the proposal would have been equivalent to a closed shop. On the other hand, the union men say that they have no guarantee that they will be received on equal terms with other men—that there still will be no animus against them because of the strike. If the old lunas go back to work this phase of the problem, the only phase remaining, will be at an end.

McCabe, Hamilton & Renny pointed out that the suggestion of the union, if accepted, would have acted against the men who have remained at work. They stated their intention of retaining the capable men who worked during the strike.

Strike Expenses
When the shipping firms will cease to provide food and lodging for strike-breakers could not be learned yesterday. Doing this has been expensive. Jack Edwardson said that he estimated that the companies could have paid the old men, under normal conditions, eight dollars a day with no greater expenditure than they were put to by the use of strike-breakers; that the extra men needed, cost of automobile and lunch transportation, of housing and feeding, of recruiting, quadrupled the normal cost of working vessels.

No Preferences
In the last conference at the Sailors' Union headquarters Mr. Edwardson took part, but for a brief time only. He said that the suggestion was made that Hawaiians be given the preference for stevedoring work, which he opposed firmly. He stated that, were such a policy adopted, he would seek separate longshoremen's charters for the Kona, Hilo, and Waikiki. Honolulu labor circles, should be wiped out, he said.

It had been recognized generally that the large membership of the union—now said by officials to exceed 3000—would force up for consideration some perplexing problems when the men returned to work, for there manifestly is not and never has been work for all men who joined the union. Besides, there are many strike-breakers at work, and some of them have joined the waterfront forces permanently. In the nature of things, the better men will be employed. The workers will have to shift for themselves. Those certain are many union men who will be unable to secure employment.

Most union men do not threaten another strike. One said he hoped the shipping companies would increase wages to thirty-five cents an hour voluntarily. The men are satisfied with the forty-five and fifty cent elements. If another strike does come it may be looked for during the sugar season, but after the union has had an opportunity to gather a war fund.

Kalema Arraigned
Kalema, the man who is said to have rolled the empty cargo drum under the engine of an Oahu Railway & Land Company train carrying strike-breakers to the waterfront last week, and who was indicted by the territorial grand jury Friday on a charge of attempting to commit first-degree murder, was arraigned before Judge Ashford yesterday.

He was represented in court yesterday by Robert W. Beckons, who has been retained to defend him. Mr. Beckons asked that Kalema's bond be fixed. City Attorney Brown thought a \$5000 bond would be proper. Beckons demurred, on the ground that such an amount would be excessive.

Judge Ashford remarked that he had never known an Hawaiian to jump his bail. In his opinion, the fixing of bail in the case of an Hawaiian was a mere formality; therefore, he would fix Kalema's bond at \$2000, and it was so ordered. Up to a late hour last night Kalema had not been released from the city jail, where he has been held in detention since his arrest, according to police station and jail officials.

Kalema will appear again before Judge Ashford at nine o'clock Saturday morning, when he will probably plead to the serious charge against him.

ARMY WILL HELP IN WAIKIKI RECLAMATION

Brig. Gen. R. K. Evans, in command of the Hawaiian Department, yesterday made a special trip to assist in the reclamation of the Waikiki swamps near of Kalaheka avenue. The proposal was made to Superintendent Charles R. Forbes of the public works department, and stated that Col. Rudolph G. Egbert of the medical department, would work with the Territory in sanitation inspection of the district.

Henry Kama and Miss Eliza Kanoho were married on Saturday by Elder J. W. Iona, of the Waikiki Mormon Church. The witnesses to the ceremony were Mrs. Daniel Pahu and James Kanoho.

BOSTON DOWNS DODGERS IN PITCHERS' CONTEST PINCH HITTER AND RUNNER DECIDE LONG BATTLE BEFORE 40,000 BALL FANS

(Continued from Page 1)

plate and yelled "Hit it out, Del." The eyes of the crowd seemed focused on Gainer. Smith looked around at second where McNally, who was running for Hoblitzel, was poised ready for the dash to third. The silence was oppressive. At last the ball left the hand of the southpaw hurler. It seemed ages before the ball reached the plate, but when it did it came in fair contact with the heavily swung stick of Gainer, and went singing into the outfield. Three Dodger fielders were after it but before it could be fielded back into the game McNally had talked with the winning run.

Red Sox On the Ball

Sensational playing on both sides spoiled many chances to score. Smith, who pitched a magnificent game might have won had it not been for the phenomenal fielding of the Red Sox. Jake Daubert, the heavy hitting Dodger, again disappointed by failing to make a hit with five chances at the bat. Har Olson, who showed star form and Ivor Olson, whose error in Saturday's game was largely responsible for the Brooklyn defeat, played in world's series form.

Today At Brooklyn

The two teams will clash again today at Brooklyn. Hundreds of Boston fans left here last night for the metropolis and will occupy a large section of the grand stand to root for the Red Sox. The pitchers for today's game, that either Leonard or Foster will perform for the Boston, The Brooklyn team, has Coombs, Rucker, Pfeiffer and Cheney to choose from.

The attendance at yesterday's game was 41,373. The receipts amounted to \$82,620, and of this the players' share was \$44,618. Each club receives \$14,872 and \$2863 goes to the national commission.

Game By Innings

The game by innings follows:
First Inning
Brooklyn—Johnston, lead-off man, flied to Walker. Daubert, out, fouled to Gardner. Myers made a home run to center field. Wheat flied out to Hooper. One run.
Boston—Hooper went out, Smith to first base. Janvrin flied to Myers. Walker fouled to Daubert. No runs.
Second Inning
Brooklyn—Cutshaw went out, Gardner to first. Mowrey flied out to Janvrin. Olson fanned. No runs.
Boston—Hoblitzel went out, Olson to first. Lewis singled, Gardner forced Lewis at second. Scott up at bat but Gardner was caught off first, ending the inning. No runs.

Third Inning
Brooklyn—Scott threw out Miller at first. Smith doubled but caught stretching it to third. Johnston singled, Daubert up at bat. Johnston was caught stealing second. No runs.

Fourth Inning
Brooklyn—Scott tripled. Cutshaw threw out Thomas. Ruth drove out grounder which Cutshaw fumbled. Scott scored but Ruth was out at first. Hooper hit grounder on which Cutshaw errored, but Janvrin forced Hooper. One run.

Fifth Inning
Brooklyn—Daubert walked. Meyers grounded out, Scott to Janvrin to Hoblitzel. Wheat went out at first. No runs.

Sixth Inning
Brooklyn—Walker out at first. Hoblitzel walked. Lewis hit into a double play, Mowrey to Cutshaw to Daubert. No runs.

Seventh Inning
Brooklyn—Cutshaw fanned. Janvrin threw out Mowrey at first. Olson singled but Miller flied to Hooper for the third out. No runs.

Eighth Inning
Boston—Cutshaw threw out Gardner at first. Mowrey threw out Scott at first. Thomas tripled but Ruth fanned. No runs.

Ninth Inning
Brooklyn—Scott threw out Smith. Johnston walked, was out stealing second, and Daubert was out at first. No runs.

Tenth Inning
Boston—Hooper and Janvrin both flied to Myers, and Cutshaw threw out Walker at first. No runs.

Eleventh Inning
Brooklyn—Janvrin threw out Myers and Wheat and Cutshaw popped out to the infield. No runs.

Twelfth Inning
Boston—Hoblitzel walked. Lewis sacrificed, Gardner popped out and Mowrey took Scott's grounder and touched Hoblitzel out at third. No runs.

Thirteenth Inning
Brooklyn—Mowrey singled. Olson sacrificed. Miller singled, going to second on throw-in to plate. Mowrey was run down on Smith's grounder, the others advancing. Ruth threw out Johnson at first on an easy grounder. No runs.

Fourteenth Inning
Boston—Thomas out at first. Ruth flied to Wheat. Hooper popped out. No runs.

Fifteenth Inning
Brooklyn—Gardner threw out Daubert at first. Myers flied to Walker. Wheat went out at first. No runs.

Sixteenth Inning
Boston—Janvrin doubled. Walker came up and had one strike when Walsh replaced him. Walsh sacrificed but Mowrey let Smith's throw to third escape him. Janvrin got third, and Walsh first. Hoblitzel flied to Myers who threw out Janvrin at plate on a great peg. Walsh going to second. Lewis walked and Gardner fouled to Miller, ending the rally. No runs.

Seventeenth Inning
Brooklyn—Walsh now playing center. Janvrin threw out Cutshaw. Mowrey grounded out at first, Olson walked. Miller flied Gardner. No runs.

Eighteenth Inning
Boston—Scott singled. Thomas sacrificed. Ruth fanned and Scott rounded third and attempted to score on Hooper's single but was out sliding back third. No runs.

Nineteenth Inning
Brooklyn—Gardner threw out Smith

The Box Score

	B	A	R	H	P	O	A	E
Hooper, 1b	5	0	1	2	0	0	0	0
Janvrin, 2b	6	0	1	2	6	0	0	0
Walker, cf	3	0	0	2	1	0	0	0
Hoblitzel, 1b	3	0	0	0	0	0	0	0
Lewis, lf	3	0	1	1	0	0	0	0
Gardner, 3b	5	0	0	4	4	1	0	0
Scott, ss	4	1	2	2	7	0	0	0
Thomas, c	4	0	1	2	0	0	0	0
Ruth, p	5	0	0	1	3	0	0	0
Walsh, cf	3	0	0	1	0	0	0	0
Gainer*	1	0	1	0	0	0	0	0
McNally**	0	1	0	0	0	0	0	0
Totals	42	2	7	42	25	1		

Brooklyn

	A	R	H	P	O	A	E
Johnston, rf	5	0	1	0	0	0	0
Daubert, 1b	5	0	0	2	0	0	0
Myers, cf	6	1	1	4	1	0	0
Wheat, lf	5	0	0	2	0	0	0
Cutshaw, 2b	5	0	0	3	7	1	0
Mowrey, 3b	5	0	1	4	5	1	0
Olson, ss	2	0	1	1	3	0	0
Miller, p	5	0	1	4	0	0	0
Smith, c	5	0	1	2	7	0	0
Totals	43	1	6	40	23	2	

*Batted for Gardner in 14th.

**Ran for Hoblitzel in 14th.

Score By Innings

Boston	0	0	1	0	0	0	0	0	0	0	1	2
Brooklyn	1	0	0	0	0	0	0	0	0	0	0	1

Summary

Home runs, Myers. Three-base hits, Scott, Thomas. Two-base hits, Smith, Janvrin. Sacrifice hits, Lewis, Olson. Errors, Lewis. Double plays, Scott to Janvrin to Hoblitzel; Mowrey to Cutshaw to Daubert; Myers to Miller. Bases on balls, off Ruth 3, off Smith 6. Struck out by Ruth 5, by Smith 2.

Honolulu Is Sold To the Norwegians By A. H. Company

Fourth Vessel To Be Disposed of;
Only One Named For
This City

Another American-Hawaiian vessel, the Honolulu, has been sold, according to a letter received by O. J. Shaw, timekeeper for McCabe, Hamilton & Renny, from his son, Stanley Shaw, third assistant engineer, who wrote that all the crew would leave her in Norfolk, as a Norse crew would take her over there. Mr. Shaw said he would go with the chief engineer to New York to take another vessel. The Honolulu is the only vessel named for Honolulu, and her name probably will be changed. She was built at Sparrows Point, Maryland, in 1910; is of 7059 tons gross and 4421 net, is 41.5 feet in length, 53.7 in beam and 32.1 depth of hold. She is an oil-burner. Engines are four-cylinder, quadruple expansion.

Three Others Sold

This is the fourth A-H vessel to be sold recently, the others having been the Nepaskan, Nevada, and Arcticon, a new lumber-carrier. Besides the Arcticon, a sister of the Arcticon, was reported to have been sold, but this has not been verified. The Arcticon was sold to Norse. While those sales give rise to rumors that the A-H is selling its whole fleet during these times of inflated prices, it is noteworthy that it usually has sold older and smaller vessels. The fleet now consists of twenty-two vessels. It is the largest under the American flag.

The Honolulu was the only A-H vessel that carried passengers, and she quit a year ago, the company not wishing to maintain a passenger department for one vessel.

Kanaka Is Outbound
Late in the afternoon, C. P. Morse, general freight agent, wrote that the American-Hawaiian steamer Kanaka, stopped Sunday by the German submarine, U-53, sailed from St. Nazaire, France, for Boston September 16. She probably was bound from Boston to St. Nazaire, whether she sailed regularly, when stopped. She is chartered by a private firm, but in reality is trading for the French government.

Brooklyn—Gardner threw out Smith

JAPANESE CABINET ASSUMES OFFICE

Newly Appointed Ministers Take
Oath of Office At Imperial Palace

(Special Cable to Hawaii Hochi)

TOKIO, October 8.—The installation ceremonies of the newly appointed ministers of the cabinet took place in the palace at two o'clock yesterday afternoon.

The names of the new ministers are as follows: Count Seiki Teruchi, premier; Baron Shigenori Goto, home minister; Viscount I. Matsuyama, minister of justice; K. Okada, minister of education; Baron R. Nakajima, minister of agriculture and commerce; Baron K. Den, minister of communication; Gen. K. Oshima, minister of war; Admiral T. Kato, minister of the navy.

Premier Teruchi will hold an additional post of minister of finance till the new minister is appointed.

PROFESSOR LAMBROS PREMIER OF GREECE

Hopes To Keep Out of All Political Strife

(Associated Press by Federal Wireless)

ATHENS, October 10.—Prof. Spyridon P. Lambros has agreed to form a cabinet, according to the formal announcement made yesterday afternoon.

It is believed that the new government will contain at least two other university professors.

In his announcement of his selection by the king to organize the ministry Professor Lambros said last night that it is his intention to keep the new ministry as separate as possible from the political strife which "had torn the country to pieces."

The announcement of the other members of the cabinet will be made within a short time, probably today.

WARDEN OSBORNE QUITS SING SING

(Associated Press by Federal Wireless)

BUFFALO, October 10.—Thomas Mott Osborne, warden of Sing Sing prison has resigned his post, according to a formal announcement made here last night.

Osborne was known as "the Millionaire Warden" all over the state, and first attracted attention to his theories of prison reform when he voluntarily served a number of days as a convict in Auburn Prison in 1913.

Shortly after this he was appointed warden of Sing Sing and immediately set about installing some of his reforms. He met political opposition however, and was indicted by the Westchester County grand jury on a charge of "mismanagement." He resigned from office but later was reappointed by Governor Whitman.

TONG SHU-YU ORGANIZING NEW POLITICAL PARTY

(Special Cablegram to Liberty News)

SHANGHAI, October 10.—Tong Shu-yu, a prominent member of the Chinese revolutionary party is now organizing a political party. He is being joined by many prominent politicians. Mr. Tong recently refused to accept the portfolio of foreign affairs in the cabinet of President Li Yuan-hang.

FRENCH AUXILIARY CRUISER DESTROYED BY SUBMARINE

(Associated Press by Federal Wireless)

PARIS, October 9.—The Gallia, an auxiliary cruiser carrying 2000 Serbian and French troops, was torpedoed and sunk on October 4, according to news received and given out here today. A French cruiser rescued 1300 of the soldiers and landed them on the southern coast of Sardinia. Later it was reported that 200 survivors had been landed from small boats, leaving the net loss of life so far at 408.

GERMAN AIRMEN DROP BOMBS ON BUHAREST

(Associated Press by Federal Wireless)

BUHAREST, October 10.—Eight German aeroplanes yesterday bombed this city. The official report of the air staff says that the damage done by the attackers was "insignificant."

Y. MIKAMI SAYS TODAY TO BECOME YALE STUDENT

(Associated Press by Federal Wireless)

Although he is forty-two years old, Y. Mikami, for many years secretary of the Japanese Merchants' Association, is going to be a student for four years at Yale University. Mikami intends to take a course in economics. He will leave for the mainland today in the Mauna.

DANISH DIVER SUNK

(Associated Press by Federal Wireless)

COPENHAGEN, October 10.—The Danish submarine Dykkeren has been sunk in a collision with a Norwegian steamer. It is believed that the crew of the submersible has been saved.



MARINE INTELLIGENCE By Merchants' Exchange

Huachu-Sailed, Oct. 6, str. Niagara for Honolulu.
Kauai-Sailed, Oct. 6, str. Maui for Honolulu.
San Francisco-Sailed, Oct. 7, str. Enterpri for Hilo.
San Francisco-Sailed, Oct. 8, str. Santa Maria, hence Sept. 29.
Yokohama-Sailed, Oct. 9, str. Siberia for Honolulu.
Yokohama-Sailed, Oct. 9, str. Anyo Maru for Honolulu.
Yokohama-Sailed, Oct. 9, str. Shinyo Maru, hence Sept. 29.
San Francisco-Sailed, Oct. 9, str. Dalren Maru, hence Sept. 28.

PORT OF HONOLULU.

ARRIVED

Str. Likiepke from Kauai, 1:10 a. m.
Gaa. schr. Ida May from Molokai, 4:45 a. m.
Str. Kilian from Kona and Kau, 5 a. m.
Str. Columbia from Tootu, 7:15 a. m.
(In office Thursday)
Str. Inaho Maru from Yokohama, 8 a. m.
Gaa. schr. J. A. Cummins from Koolau ports, 3:20 a. m.
Str. Mauna Kea from Hilo, 6:20 a. m.
Str. Hilo from San Francisco, 10:45 a. m.
Str. Maui from Kauai, 7:30 p. m.
Str. Kuni Maru from Hilo, in office.
6:20 p. m.
Str. Mauna Kea from Maui, 1:10 a. m.
Str. Kuni Maru from Hilo, 2:10 a. m.
Str. Mikahia from Molokai and Maui, 6:30 a. m.
Str. Mauna from Kahului, 6:10 a. m.
Str. Florence Luckenbach from New Caledonia, 7:20 a. m.
Str. Hamakua from Hamakua, 10 a. m.
Str. Kuni Maru from Hilo, 2:40 p. m.
Gaa. schr. Mokoli from Koolau ports, 4:30 p. m.
Str. Allie L. Alger from Port Townsend, 6 p. m.
Gaa. schr. J. A. Cummins from Koolau ports, 10:50 a. m.
Str. Albert Meyer from Fort Bragg, 2:50 p. m.
Str. Kaplani from Hawaii, 7:30 p. m.

DEPARTED

U. S. Lightship tender Columbine for cruise, 10 p. m. Thursday.
Gaa. schr. Mokoli for Koolau ports, 1:30 a. m.
Str. Hamakua from Hamakua, 10 a. m.
Str. Mauna Kea from Kahului, 8:30 p. m.
Str. Mauna Kea from Hilo, 3:10 p. m.
Gaa. schr. Mokoli for Koolau ports, 1:30 a. m.
Gaa. schr. Kuni Maru for Koolau ports, 1:30 a. m.
Str. Inaho Maru